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## The Daily Press.

HONGKONG, June 21st, 1900.

The fourth act of an exciting drama is well nigh completed, but before the curtain falls to the completion of the play, it is well to remember that much business remains to be got through. The capture of Johannesburg and occupation of Pretoria has changed the external aspect of the South African contest from a war, almost legitimate, to a guerilla strife; hereafter we cannot look with the same chivalrous eye on the struggles of a brave people for what they have called liberty—the right to oppress others more civilised than themselves. In the future any attempt at taking up arms will more and more partake of the ugly nature of rebellion, and that not only in the interests of humanity, but from those wider reasons of justice which have rendered the Government of the South African Republics a blot on the civilisation of the nineteenth century. One lesson of the war can, however, never be forgotten as long as the Empire lasts—and that is the unerring instinct with which the various portions of the Empire, of their own motion, at the very beginning grasped the true significance of the issues at stake; and recognised that although England was in the forefront the war was in its essence an Imperial, and not a mere British contest; and that on its satisfactory settlement rested the wider question of the well-being of the nation in its whole expanse. It is the penalty of greatness that it has ever to stand prepared to resist encroachment wherever attempted from the pole to the equator; the icy mountain chains of the

Yukon equally with the burning uplands of the Sudan demand our anxious care. In no part of the world, however, are national interests becoming of more importance than along the coasts of the Pacific Ocean; and here, as in South Africa, these interests are not so much British as Imperial. Australia and New Zealand are essentially Pacific lands, but Canada herself has in British Columbia and Vancouver the strongest and most important outlook on the Ocean of any nation, the United States scarcely excepted. Australia and Canada balance one another in the northern and southern seas respectively, and to each of them, even more than Great Britain herself, is the maintenance of British power and British prestige a matter of literally vital necessity. Twenty years ago we were accustomed to look with complacency, if not with pride on the position we had attained to in the Pacific; and had our statesmen only been able sufficiently to comprehend the importance of our interests in these regions, we might have continued to occupy the same leading position in which we were found on the death of Lord Palmerston. Unfortunately a later generation of statesmen have never been able to grasp the importance of the situation, and have little by little permitted the hold we had on the Far East to be whittled away; we need not recapitulate the story, it has often been told, but of late it has assumed an importance greater than ever. It was no chance circumstance that led the war with the South African Republics to meet with no good will on the Continent of Europe; it was indeed a challenge. The continental Powers had, in fact, been pursuing in South Africa the very same policy of encroachment that they have set in motion in Eastern Asia; fortunately they had stronger Englishmen to deal with, and in Sir Alfred Milner and Mr. Chamberlain the nation found more energetic defenders of its prestige than in our amiable and talented Prime Minister, who has made Eastern Asia his chiefest care. To the continental Powers the successful issue of the Boer war indicates that the period for further encroachment in Africa has been indefinitely postponed, and from its very beginning their eyes have been assiduously turned to China and the rest of the Far East. Unfortunately the strange womanlike vagaries of the usurping Empress at Peking afforded them just that stepping stone which they in their heart of hearts most desired. Russia and France, of course, in this forward policy were hand and glove; but Germany was by no means indisposed to take her share of what a woman's folly might throw in her way. But Russia had in view further aims in which she did not intend her good friend France to have a part. With true Oriental perspicacity Afghanistan has preserved her character, and in nothing is this more marked than in her inability to get rid of that curse of Asiatic states—the impossibility of establishing rules for the succession. More than most Asiatic kingdoms, Afghanistan has suffered from this weakness, and in the present instance, when the life of the Ameer is known to hang almost by a thread, there is especial danger. There is no international code of honour that would prevent a foreign Power taking advantage of such an opportunity to foster her own ends, and Russia has long been intriguing with one or other of the claimants. Russia too, with a persistence that does her credit, has been pushing her railway system through the heart of Central Asia, and has now brought her lines into the neighbourhood of Herat, the northern gateway of Afghanistan; and, it is evident, intends to make use of her place of vantage to push her ends in India. It is quite possible that Russia has no ulterior end in view in India, but she has so far committed herself to a policy of absorption that it is more difficult for her to stand still than to advance; and recently, having extended her frontiers to China and Corea, she has been showing unwavering activity at Peking and Seoul. The situation is one that threatens a distinct danger to the Empire at large; it is not that Russia herself is more to be dreaded than at any previous period; but the danger is, that taking advantage of a temporary preoccupation she may contrive to create a diversion when the Empire is seriously engaged; and this on account of the retrogressive commercial policy of Russia is a matter of serious consideration, not for Great Britain and her colonies only, but for the whole of the civilised world. More especially are Canada and the United States deeply concerned in this new possibility. It is unfortunately the case that, owing to the recent *laissez faire* policy of the British Government, British subjects in China have been compelled to look on while the rest of the world were advancing everywhere along the line. In every department the Englishman finds himself hampered by his foreign neighbour, who has a sympathetic government at his back which does not fail to see that the road of advance for him is kept open. It is notorious that, even in the ordinary occurrences of the day, the Englishman is at a disadvantage; and this disadvantage is emphasised when it comes to larger

issues. Mr. St. John Brodrick stated a short time since in the House of Commons, that Englishmen had not taken up the concessions which they had acquired, and attempted to throw on the shoulders of private individuals, the blame really attaching to the Government. This attack, as unjust as it was ungenerous, has apparently had the opposite effect from that intended; for it had evidently had a deterrent result. The Peking Syndicate, as an instance in point, found the English public unwilling to subscribe to its last issue; which was in consequence thrown back on the hands of the undertakers. It is not pretended that the individual Englishman has retrogressed; indeed the events of the Boer war prove him to be as ready as ever to come forward when he finds his Government in earnest. Whence then his apathy? We have no reason to disbelieve that it is the immediate result of the weak and listless policy that Lord Salisbury has throughout pursued in China. When then the pacification of South Africa shall have been completed, some thousands of Australian and Canadian troops, not to speak of the home forces, will be set at liberty. These great Colonies are beginning to see how grievously their interests in the Great Ocean are being frittered away. It is impossible but that they should look to some profitable return for the services they have so freely rendered to the Empire.

In the 24 hours preceding noon of the 20th inst. there occurred six fresh cases of plague and seven deaths.

Yesterday being the anniversary of the occasion of Her Majesty Queen Victoria a royal salute was fired at noon by the war vessels in the harbour. British ships were dressed to celebrate the occasion.

Sir Henry Blake was to inspect the Supreme prison in Tokyo on the afternoon of the 13th inst. On the following day Sir Henry and Lady Blake were to pay a visit to the Court, accompanied by the British Chargé d'Affaires and the aide-de-camp to the Governor and to be received in audience by the Emperor and Empress of Japan.

Lam Yan of Wanchoi, who was arrested on a charge of being in possession of insignia and writings to a Trial Society, was again placed in the Dock yesterday, and reminded until the writings could be translated. Sergeant Sullivan, suspecting from information he had received that the man was a member of an illegal society, arrested him, and on searching him found the insignia and writings in his possession.

The other day four men were sentenced to various terms of imprisonment and 20 strokes with the birch rod for committing a couple of robberies at Ma Tau Wai. The prisoners were again placed in the Dock at the Supreme Court yesterday morning, when His Honour T. Sercombe Smith said that the punishment of whipping would not be inflicted. The man were found guilty of larceny, and not armed robbery.

Yesterday afternoon a special session of Her Majesty's Justices of the Peace was held at the Magistracy for the purpose of considering an application from one Novrosjee Elichee Moolla for the transfer of his publican's licence to sell and retail intoxicating liquors on the premises situate at house No. 39, Bulkeley Street, under the sign of "The Hungry Hotel" to one Cornajee Hormajjee Sangra. There were present Mr. F. A. Hazeland (presiding), Deputy Captain Superintendent Bodeley, and Mr. C. A. D. Melbourne. There was no police objection, and the application was granted unanimously.

An enquiry was opened at the Magistracy, into the circumstances connected with the collapse of a building in Des Voeux Road the other week, when one man was killed and another injured. A third story had been added to the building. The wall does not seem to have been strong enough to hold it, for it gave way and the men in question were buried; one of them however managing to extricate himself. An apprentice joiner said that on the 20th May he was working on the top floor of a house between Si Wo Lane and Des Voeux Road, West Point, with some other workmen, when the building gave way. One of the joiners was killed and witness sustained various injuries which necessitated his being sent to the Hospital. The building had had another story added to it.—Mr. Xavier, architect and surveyor, submitted a report as to the cause of the accident. He said that the accident consisted in the giving way of the party wall between two houses. He was of opinion that this wall collapsed on account of the absence of cross walls. The buttresses and poles were not strong enough. The building was kept from collapsing before by the joists.—His Worship: I suppose if there had been a European architect the thing would never have happened?—Mr. Xavier: No.—His Worship: Then the sooner it is the law that buildings should be superintended by a European architect the better. I suppose the men did not know any better?—Mr. Xavier: No; they simply want the easiest way to do the work. Any man can submit plans, and if they are in accordance with the Building Ordinance, nothing can be done.—His Worship: As far as carrying out the work is concerned he can do it as he likes?—Mr. Xavier: Yes.—His Worship informed Inspector Baker, who had charge of the enquiry that he understood the matter. He would read Mr. Xavier's report and let him know whether he thought any further action should be taken.

The five suspected cases of plague reported at Port Said were on the 2nd ult. officially declared to be plague. Three of those attacked were Greeks and two natives. Two of the Greeks died. Three cases are also reported from Sakhin.

A Seoul despatch to the *Osaka Asahi* states that a telegram was received by the Korean Government on the 10th inst. from the Korean Minister at Tokyo, announcing that he had informed Prince Li Shun-yo that he was charged with treason, and that the Prince replied that he would proceed home to answer the charge. This is causing some anxiety among the followers of the late Tai-won-Kun, it is said.

Another lamentable shooting accident in the harbour was reported at the Central Police Station yesterday morning. It occurred on the No. 2 police launch early in the morning. A European police constable had taken up a Winchester rifle which he thought was not loaded. While examining it the piece went off. The bullet struck a board and then caught a Chinaman in the abdomen, inflicting a serious wound. The man was taken to the Hospital, where he lies in a precarious condition.

Singapore is likely to furnish an example of short tenure of seat on the Legislative. It appears that Mr. W. H. Frisell will find it necessary to retire from the seat in Legislative Council to which he was so recently nominated by the Singapore Chamber of Commerce, and in which he was confirmed by the Secretary of State. It is understood that the Chartered Bank thinks that the seat in the Straits Council calls for too much attention to be occupied by a Bank manager. This rub does not appear to apply in Hongkong.

The capture of eleven of the men who raided three fishing junks in Kowloon Bay by Inspector Gauld and several other members of the Water Police was a smart piece of work, and well worthy of being commented upon. Accordingly after sentencing the prisoners to seven years penal servitude, the Chief Justice called Inspector Gauld forward and said he thought the community were very much indebted to the Inspector for the energy and diligence shown by him and the police employed under him in the capture of this gang of pirates. If all the police were to work as they had done there would be less of this sort of thing.

The Eurasian boy named John Whiloy was again brought before Mr. Hazeland at the Magistracy yesterday. He had been arrested for obtaining money by false pretences. His Worship said he did not propose to send him to gaol, because he thought that if he did so it would be his ruin. Unfortunately at present there was no reformatory. He thought that this was eminently a case for a reformatory. What he proposed to do was to discharge the boy, but to order him to enter into a personal bond in the sum of \$50 to come up for sentence when called upon, which meant that he could be called upon and sentenced at any time.—We understand that in the meantime efforts will be made to get the boy into the St. Louis's Home and Orphanage, near the Roman Catholic Cathedral. The boys who were in the reformatory at West Point were removed there when that institution was closed.

The American ex-army officer, who pleaded guilty to obtaining money by false pretences the other day, appeared before Mr. Hazeland at the Magistracy yesterday, when he made a long rambling statement with the view to induce His Worship to deal leniently with him. He said he had been discharged from the Army in Manila, and not caring to remain among his old associates there he came to Hongkong. Finding himself short of money he borrowed various sums from different people, intending to repay them when some money due to him arrived from Manila. Hitherto he had led an honourable and upright life, in proof of which he stated that he held office in connection with several societies.—His Honour said he was very sorry to see a man of his position charged with such an offence. The offence was a very serious one, but after taking all the circumstances into consideration he had decided to deal leniently with him. He would be sentenced to two months hard labour.

In view of the forthcoming bi-centenary of the Society for the Propagation of the Gospel in Foreign Parts, it is pointed out in *St. John's Cathedral Notes* for June that, though the S.P.G. is not formally represented in Hongkong, in the Far East, in the Singapore, North China, South Tokyo (Japan) and Corea Dioceses, a large number of members of the Society, both clerical and lay, are actively at work both amongst Europeans and amongst the heathen. It is a distinctive feature of this Society that its work is not confined to the Evangelisation of the heathen. When in 1701 it was incorporated by Royal Charter its object was specially stated as "the propagation of the Gospel in plantations and Colonies." In 1842, directly after Hongkong had been ceded to the British, the S.P.G. appealed for funds for planting a branch of the English Church in the newly acquired settlement. Over £1,800 was raised and the interest of this was, in 1845, placed at the disposal of the Bishop of London towards the maintenance of one or more chaplains in Hongkong. During the next four years the Society assisted in raising an endowment for a Bishopric there. In the meantime the Church Missionary Society had sent out a missionary clergyman to China (the Rev. George Smith), and in 1849 he became the first Bishop of Victoria. Since then the work of the Anglican Church in South China has been in the hands of the C.M.S., and Hongkong has had no official connection with the Society which is about to enter upon its 200th year of work. This should not be an excuse for Hongkong forgetting the old connection.

The French and German Mails of the 21st and 16th respectively were delivered in London on the 19th instant.

During Sir Alexander Swettenham's fortnight's absence from the Straits, the Hon. W. Egerton will act as Deputy.

Cholera is raging at Saigon. The percentage of deaths among the victims, according to the last estimate to hand, was 60.

The U.S. Minister in Tokyo, having notified that Mr. Hunter Sharp had been appointed U.S. Vice-Consul at Kobe and Osaka, the Japanese Minister for Foreign Affairs has intimated his approval.

The Telegraph Companies announced yesterday that they hoped, with the assistance of the allied fleets, shortly to be in a position to reorganise the service between Chefoo and Taku, which has been abandoned by the Imperial Chinese Telegraphs. In the meantime it would be advisable to address all government messages to the respective Consuls at Chefoo, who will be able to forward them by despatch or torpedo boat.

M. Parloff, the Russian Minister, was to have an audience with the Emperor of Corea on June 13th. A Seoul despatch mentions a report that the memorial addressed to the Emperor by Mr. Sands, the adviser to the Imperial House, contained some references which might be taken as insulting to Russia. The business upon which the Russian Minister had obtained an audience with the Emperor is unknown, however.

On the 31st March of this year a new Asiatic Society (*Ostasiatischer Verein*) was founded at Hamburg, the object of which is the promotion of German industrial and commercial interests in East Asia. As president of this new Society, Mr. C. Illies, of the firm of Messrs. C. Illies and Co., who is also well known in Japan, was elected, and as treasurer Mr. J. Blüschels, the Manager of the Hongkong and Shanghai Banking Corporation at Hamburg. The *Japan Herald* hears that a branch of this Society is soon to be founded at Yokohama.

The condition of Mr. Stephen Crane, the well-known novelist and war correspondent, who is suffering from consumption, is declared to be hopeless. An American despatch of the 15th ult. states that physicians declare Mr. Crane cannot live longer than a month. He had engaged passage on a vessel for St. Helena, intending to spend the summer there, but he grew worse and the engagement was cancelled. His right lung is badly affected. The rapid progress of the disease is attributed to weakening of the system, caused by fever contracted in Cuba while he was there as a correspondent during the Spanish-American war.

A midshipman on H.M.S. *Doris*, who was in charge of the cutter in which Cronje and his family landed at St. Helena, in a private letter mentions an amusing anecdote of Cronje's voyage from the Cape. "Our doctor at present is Dr. Jameson. Mrs. Cronje was suffering from sea-sickness. The captain asked her husband if he would like a doctor. Cronje said, 'Yes; but who is the doctor?' 'Oh, you can have the ship's doctor.' 'What is his name?' 'Doctor Jameson.' 'Oh, no, thank you; it doesn't matter.' Cronje was apparently determined not to have anything to do with a man of that name if he could help it.

We have received a copy of an excellently printed little pamphlet entitled *The Truth about the Transvaal*, containing an address delivered by Mr. William Robins at the Open House, Windsor, Ontario, on the 6th February last. The facts which are embodied in the pamphlet are gathered from the Despatches which passed between the British and Boer Governments, and also from the official report of the Conference at Bloemfontein. The proceeds of the sale of this useful work, which costs only 50 cents, will be given to the "Soldiers of the Queen Relief Fund," and copies may be procured from Mr. E. W. Mitchell, of Messrs. Calbeck, Macgregor and Co. Every one interested in the War should endeavour to procure a copy.

## HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board will be held to-day, Thursday, 21st June, at 4.15 p.m.

**ORDERS OF THE DAY.**  
 1.—Reply relative to an Assistant Medical Officer of Health.  
 2.—International Sanitary Convention.  
 3.—Reply in connection with Chinese Cemetery.  
 4.—The Medical Officer of Health, pursuant to notice will move—  
 That the Board recommend the Government to extend the provisions of "The European District Reservation Ordinance," No. 16 of 1893, to that portion of the Kowloon Peninsula which lies to the South of Austin Road.  
 G. A. Woodcock,  
 Acting Secretary.

**AGENDA.**  
 1.—The re-housing question.  
 2.—Correspondence re existence of rabies at Nagasaki, Yokohama, Kobe, Osaka, and Moji.  
 3.—Prevalence of Plague in Amoy.  
 4.—Statements showing Plague cases and in the Bombay Presidency from September deaths 1896 to week ending May 11th, 1900.  
 5.—Plague in Bombay City.  
 6.—Fortnightly time-wasting return.  
 7.—Mortality Returns from Macao for the weeks ended 20th and 27th May, 3rd and 10th June, 1900.  
 8.—Mortality Statistics for this Colony for the weeks ended 2nd and 9th June, 1900.  
 9.—Ten applications for licences to keep swine.

The play had not gone well, as a matter of fact, loudly advertised though it had been. It was a poor concoction at the best. In the second week of the run a well-known critic of a monthly periodical was present, accompanied by an artist friend. The critic knew the manager, and during the interval after the second act introduced the artist.  
 "Is this the first time you have seen the play?" inquired the manager.  
 "My dear fellow," interrupted the critic, "cannot you find some other way of insulting my friend?"

## TELEGRAMS.

"DAILY PRESS" SERVICE.

## THE CRISIS IN CHINA.

London, 19th June, 7.45 p.m.

## CAPTURE OF TAKU FORTS CONFIRMED.

The Commander of the *Endymion* confirms the report of the capture of the Taku Forts. The Combined Admirals have detained the Chinese flagship. The *Endymion* is proceeding to Taku.

## PREPARATIONS FOR MAINTAINING ORDER.

Mr. Brodrick announced in the House of Commons that it had been arranged that additional forces from Kiangsi will co-operate with the Viceroy in maintaining order.

SHANGHAI, 20th June, 11.50 a.m.

## LEGATIONS SAFE—ADMIRAL SEYMOUR AT PEKING.

A reliable Chinese report states that the Legations at Peking were all right on Sunday and that Admiral Seymour has reached Peking.

[A private telegram to the same effect as the above also reached Hongkong yesterday afternoon.]

SHANGHAI, 20th June, 9.40 p.m.

## U.S. CONSUL TAKES STEPS TO RESCUE BRITISH AND AMERICAN MISSIONARIES.

The United States Consul at Chefoo telegraphs that he has chartered a steamer to rescue the American and British missionaries in Western Shantung and Honan.

## BRITISH MISSION AT TSANGCHOU LOOTED.

The French Consul telegraphs that the British Mission at Tsangchow has been looted and the missionaries conveyed to some unknown place by the Chinese General.

## NO CERTAIN NEWS OF ADMIRAL SEYMOUR.

No authentic news has been yet received about Admiral Seymour and his column.

## THE PHILIPPINES.

MANILA, 20th June, 9.30 p.m.

## IMPORTANT ANNOUNCEMENT BY U.S. PRESIDENT.

President McKinley announces that ninety days amnesty is granted to armed Filipinos and their sympathisers, thus giving them an opportunity to surrender and declare allegiance to the United States Government.

## THE WAR.

LONDON, 19th June, 7.45 p.m.

## BADEN-POWELL AT PRETORIA.

Major-General Baden-Powell has reached Pretoria.

## REUTER'S SERVICE.

LONDON, 18th June.

## THE SITUATION IN CHINA—REINFORCEMENT OF THE HONG KONG GARRISON.

The Seventh Bengal Infantry has been ordered to Hongkong.

## NEW CAPE CABINET.

A new Cape Cabinet has been formed, with Sir Gordon Sprigg as Premier and Treasurer, and Mr. Rossides (P. Rose-Innes) Attorney-General.

## PRESIDENT KRUGER'S MOVEMENTS.

President Kruger has removed his headquarters to Alkmaar near Nelspruit.

LONDON, 18th June.

## THE WAR IN THE ORANGE RIVER COUNTRY.

Lord Roberts, wiring from Pretoria 16th inst., says that 800 Boers attacked the British post at Zand River on the 14th. The enemy was driven off by General Knox from Kronstad. The casualties were Seymour of the Pioneers and two men killed; one officer and eight men wounded.











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## AMERICAN SYSTEM

DENTISTRY

No. 39, QUEEN'S ROAD CENTRAL.  
CHADWICK KEW  
(LATE OF FOOTE & NOBLE)  
Hongkong, 19th September, 1899.

## CARTOONISTS AND THE WAR.

Much has been written of late concerning the  
bitterness manifested towards England by  
European nations. Many explanations have  
been ventured as to the cause of this spiteful  
outbreak of extraordinary hate on the part of  
Continental people. It cannot be attributed to  
any one cause exclusively, but is to be regarded  
as the outcome of various causes, and the cumu-  
lative result of tangible and intangible influences.  
However this may be, the fact itself is incontro-  
vertible that probably never before has England  
been the object of such general dislike as at the  
present time. The venomous feelings of peoples  
of various nationalities are finding vent in  
many ways. It is particularly galling to  
learn that English tourists meet with most  
discourteous treatment on the Continent at the  
present time, and more than one unseemly per-  
sonal quarrel has occurred in hotels hitherto  
patronised by the English. It has come to a  
pretty pass surely when hotel-keepers, who have  
grown rich on the lavish expenditure of Milord  
Anglais and his fribs, should request English  
guests to leave their hotels, so that visitors of  
other nationalities might be propitiated and their  
patronage retained. The Continental Press  
generally is responsible for this state of things.  
It has poured out the vials of its wrath without  
cessation upon Great Britain, and aroused a most  
antagonistic spirit against the British. Quite a  
leading and highly effective part has been played  
in this campaign of malice and hate by the  
cartoonist. A perusal of some of the comic  
papers of the Continent is a painful experience.  
Nothing is too vile to say and suggest concern-  
ing England. Week by week the comic papers  
pour forth their pictorial venom, and many of  
them unashingly publish sketches of a most  
obscene and filthy character. English royalty  
is held up to contempt and ridicule. The most  
unjust insinuations and charges of all kinds are  
freely made, and art is prostituted at the shrine  
of malice in a truly disgusting manner. Here  
and there are exceptions. A few papers publish  
war cartoons of a somewhat coarsely humorous  
but clean and inoffensive type, with which the  
most fastidious can hardly find fault. But the  
vast majority are absolutely unscrupulous  
and devoid of all just consideration.

Throwing the reins on the neck of foul im-  
agination, and breathing out hate and ill-will,  
they recklessly launch their missiles without  
the least pretensions to modesty or truth. The  
gratuitously mendacious statements of the  
French and German Press are so manifestly  
inspired by deep, and to us, perfectly imper-  
ceptible hatred, one can only wonder what is to  
be the outcome of it all. Of course sensible En-  
glish people will ignore these offensive outbursts,  
but they leave a sting, which it will not be easy  
to extract. When the boys in the gutter throw  
mud, the dignified course for the coachman is  
to drive on; but the sting remains in the coach-  
man's mind, in spite of all the dignity he may  
summon to his aid. American cartoonists have  
not been idle or backward by any means. Their  
own war was a perfect godsend to them, and  
brought several extremely clever cartoonists to  
the front. They unsparringly caricatured the  
highest and noblest officials, and ridiculed the  
President and his Cabinet with the utmost freedom.  
American cartoonists are among the most  
humorous of modern times, and it can be truth-  
fully said that, in general, their art is of a clean,  
wholesome kind; a kind that often stings, it is  
true, but does not permanently embitter. Some  
of the sketches suggested by the Boer War, have  
been full of quaint humour. A few may be  
noted at random. A Christmas issue represents  
John Bull in his night clothes, anxiously hang-  
ing up his stockings and holding in his hand a  
letter, which reads thus: "Dear Santa Claus,  
bring me a victory Christmas—John." That  
was at the time when things in South Africa  
were going badly with the British, and the  
outlook was especially gloomy. The victory  
did not come as a Christmas gift. But John  
Bull bore his disappointment bravely, possessed  
his soul in patience and held his peace, to the  
wonder and admiration of the civilised world.  
His reward came in due season, and he enjoyed  
it to the full. Another cartoon portrays the  
feeling awakened in the breast of Uncle Sam  
by the seizure of vessels carrying American  
four to Delagoa Bay. John Bull, in khaki  
uniform, is handing a flour barrel labelled  
"U.S. flour—to neutral port." Lower down is  
written on the barrel the legend: "Contraband  
of war, J. B." Uncle Sam, in typical costume,  
is standing by, watching John Bull's operation,  
and says in mildest tone, "Cousin John, you  
are stepping on my toe." A more spicy car-  
toon shows a distressed lady signalling for help  
with her umbrella, while a pugmuzzed tortoise,  
labelled "Boers," tags viciously at her skirts.  
In a fork of a tree in the foreground is General  
Buller, minus one leg of a trousers, "tired" by  
a dog, also labelled "Boers," in whose mouth the  
missing portion of the trousers may be readily  
identified. Buller calls to the distressed female,  
"Have courage, Lady Smith, I am near you."  
After the fiasco at Spion Kop, a cartoon re-  
presents John Bull bodily mixed up in a wire  
fence, his forehead in contact with a lively  
(Boer) goat—contact which elicits a shower of  
stars from the forehead of the said John. In this  
distance is Ladysmith, and John cries out:

"Great shade of Wellington! Hiv'e butted  
into hit again!" A Western artist gives us a  
round armoured fortress, bristling with guns  
pointing in every direction, crawling behind  
big rocks at the base of the fortress having  
gone round it in opposite directions, are Buller  
and Warren, who, as they meet, cry to one  
another in chorus: "There doesn't seem to be  
any flank to this thing." When sympathy  
with the Boers began to be noisily paraded by  
a section of the American people, a cartoonist  
caught the idea by depicting Uncle Sam with a  
Dutch pipe, and abnormally large whiskers, bear-  
ing the words "Boer sympathy." John Bull,  
amazed and distressed, taps U.S. in a friendly way  
on the shoulder and whispers: "Say, Brother  
Jonathan, seems to me you need a shave." This  
was a delicate hint to the American people  
by one who did not forget John Bull's friend-  
liness to America at the time of the Spanish  
War. Boer and Briton stand peacefully face to  
face in the foreground of a battle scene, bearing  
on their persons the manifest impress of a fierce  
struggle having preceded the present truce.  
Scattered around are dismounted cannon the  
evidence of terrible conflict. "A Hint for  
South Africa," the cartoon is entitled, and the  
Hindu proverb is quoted: "When two good  
men have fought they can afford to make peace." After  
the surrender of Orléans and capture of  
Bloemfontein there was a strong feeling in Amer-  
ica, both parties to the conflict, it was pointed  
out, had fully demonstrated their prowess and  
courage, and it was thought they might honour-  
ably and consistently come to terms. Not  
yesterday, but in the interests of permanent  
peace and of progressive civilization, the British  
people unitedly and firmly declare they can-  
not accept any conditions which leave a re-  
petition of the present strife even remotely  
possible. Mr. Chamberlain's speech at Bir-  
mingham sounds an unequivocal note on this  
point. The territories of the Boer Republics,  
he declares, must be incorporated in Her Ma-  
jesty's dominions in South Africa under the  
British flag. Individual liberties will be pre-  
served. There must be an interval after the War  
of military administration, or to a preferable  
phrase, of Crown Colony Government, but as  
soon as it is safe and possible, Her Majesty's  
Government intends to introduce the States into the  
great circle of self-governing Colonies. This de-  
cision will have the approval of the vast majority  
of the British people. But the haughty desire of  
Americans of an honourable termination of the  
present desperate conflict was suggestively  
portrayed in a cartoon in *Harper's Weekly*,  
in which John Bull and Oom Paul, seated opposite  
each other, jointly holding a paint-pot bearing  
the inscription "Peace," are busily engaged in  
painting each other's eyes. On the wall is a  
show-card, "Black Eyes Painted Here." At the  
bottom the artist asks, "Why not? Honours  
are easy now." Underlying all the American  
bunker-and-Americans hugely enjoy poking  
fun at John Bull and occasionally twisting the  
lion's tail—is a thoroughly friendly appreciation  
of the British position in respect to South  
Africa and of the national character. There is  
a marked contrast between American and  
Continental cartoonists in this respect. The  
latter appears utterly incapable of recognising  
the least merit in Englishmen, to whom are  
attributed all vile motives and unworthy aims.  
Englishmen are strong enough to despise this  
ignominious attitude on the part of Continental  
neighbours, and generous enough to forgive the  
injurious treatment accorded them. Let us  
hope that the time will come when those who  
have ignominiously yielded to the bare motives of a  
depraved moral nature, will persevere their folly  
and regret their evil conduct. But of this there  
is little hope while the yellow press of the Con-  
tinent, through its venomous columns and vile  
caricatures, carries on the unjust and indefen-  
sible crusade upon which it has foolishly entered.

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set, the sale of his medicines from officials, scholars  
and business men. Like the Chinese generally  
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or Army Medical Powder and the Tit Ta San  
or Falling and Bruising Medical Powder com-  
posed of Musk, Barbers, Camphor, Rhubarb, two  
kinds of gum, with red oxide of mercury and  
yellow sulphide of arsenic, animal and vegetable  
charcoal, which are known in western pharmacy.  
Besides this it contains gold, bear, tiger and de-  
vils bones, shavings of antelope and rhinoceros  
horns, which I have shown him that chemical  
science proves to be inert, he proposes to omit  
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The medicine is to be chiefly used as a ster-  
nutor, as it is put up in small metal bottles by  
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(Signed) J. G. KERR,  
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toothache put a little in the tooth on cotton  
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bness of the limbs, pain in the back, cramp,  
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(Signed) DOCTOR J. G. KERR,  
Canton Hospital.

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AUSTRALIAN PORTS	FUTAMI MARU	Jap. str.	—	J. Thom	BUTTERFIELD & SWIRE	On or about 30th inst.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	—	Hobbs	NIPPON YUSEN KAISHA	On 29th inst. at 4 p.m.
AUSTRALIAN PORTS	CHINGTU	Brit. str.	—	Williams	GIBB, LIVINGSTON & CO.	On 23rd inst. at 5 p.m.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Phillips	BUTTERFIELD & SWIRE	On 14th July, at 4 p.m.
SHANGHAI	NINGPO	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 23rd inst. at Noon.
SHANGHAI	KANSU	Brit. str.	—	Phillips	BUTTERFIELD & SWIRE	To-day, at 2 p.m.
SHANGHAI	VALETTA	Brit. str.	—	F. N. Tildard, R.N.R.	BUTTERFIELD & SWIRE	On 23rd inst. at 2 p.m.
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CEBU & ILOILO	KWEIYANG	Brit. str.	—	Outerbridge	MITSUI BUSSAN KAISHA	On 24th inst. at Daylight.
MANILA	DIAMANTE	Brit. str.	—	A. Ramsay	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
MANILA	KAIFONG	Brit. str.	—	Pennafather	SHAW, TOMES & CO.	On 27th inst. at 5 p.m.
MANILA	CHINGTU	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 25th inst. at 4 p.m.
MANILA via AMOY	ESMERALDA	Brit. str.	—	Blackland	BUTTERFIELD & SWIRE	On 14th July, at 4 p.m.
SINGAPORE, PENANG & CALCUTTA	SUSANA	Brit. str.	—	Todd	SHAW, TOMES & CO.	To-day, at 4 p.m.
BOMBAY, via SINGAPORE & COLOMBO	HIDOSHIMA MARU	Jap. str.	—	S. Tsuji	JARDINE, MATHESON & CO.	On 25th inst. at Noon.
					NIPPON YUSEN KAISHA	To-morrow, at Noon.

## SHIPPING.

**ARRIVALS.**  
 June 20, HIROSHIMA MARU, Japanese str., 2,235 T. S. Tsuji, Moji 14th June, General.  
 — NIPPON YUSEN KAISHA.  
 June 20, SHIBUKAWA, British str., 1,776, Calcutta, Singapore 13th June, General.  
 — JARDINE, MATHESON & CO.  
 June 20, AUSTRALIAN, British str., 1,738, P. T. Holmes, Kobe 15th June, General.  
 — GIBB, LIVINGSTON & CO.  
 June 20, CHINKIANG, British str., 1,241, J. Vaughan, Canton 19th June, General.  
 — BUTTERFIELD & SWIRE.  
 June 20, KONG BENG, German str., 836, F. W. Joslin, Hongkong 19th June, General.  
 — BUTTERFIELD & SWIRE.  
 June 20, SONG LOONG, British str., 1,309, J. P. Sharp, Singapore 13th June, General.  
 — CHINESE.  
 June 20, MAIDZURU MARU, Jap. str., 667, S. Ogata, Tamsui 17th June, Amoy 18th and Swatow 19th, General.  
 — M. B. KAISHA.  
 June 20, GLENGOLE, British str., 860, A. E. Moses, Kobe 20th May, Ballast, Onoda.  
 — BUTTERFIELD & SWIRE.  
 June 20, EMMA LUYKE, German str., 1,085, Wallis, Canton 20th June, General.  
 — CHINESE.

## CLEARANCES.

At the Harbour Master's Office.  
 20th June.  
 Sundanese, German str., for Sandakan.  
 Tataros, German str., for Saigon.  
 Chingtu, British str., for London.  
 Siam, Danish str., for Shanghai.  
 Cedarbank, British 4-m. bark, for Portland (Or).  
 Apenrade, German str., for Hoihow.  
 Hainan, German str., for Canton.  
 Wagon, British str., for Swatow.  
 Chongtu, British str., for Shanghai.  
 Wittenberg, German str., for Yokohama.  
 St. Andrews, Norwegian str., for Saigon.  
 Chinkiang, British str., for Tamsui.  
 Menam, British str., for Manila.  
 Pyrrhus, British str., for Shanghai.  
 Hoihow, French str., for Hoihow.

## DEPARTURES.

June 19, TAICHONG, German str., for Swatow.  
 June 19, HANGKOW, British str., for Shanghai.  
 June 20, HATING, French str., for Hoihow.  
 June 20, PYRRHUS, British str., for Shanghai.  
 June 20, MENMUI, British str., for Manila.  
 June 20, CHINKIANG, Brit. str., for Tamsui.  
 June 20, St. Andrews, Norw. str., for Saigon.  
 June 20, WITTENBERG, Ger. str., for Yokohama.  
 June 20, CHOWTANG, British str., for Shanghai.  
 June 20, CHOWTANG, British str., for Swatow.  
 June 20, WINGANG, British str., for Canton.  
 June 20, HAINAN, German str., for Hoihow.  
 June 20, APEENRADE, German str., for Hoihow.

## VESSELS IN DOCK.

ABERDEEN DOCKS.—Tam O'Shanter, Asama.  
 Kowloon Dock.—U.S.S. Monterey, W.H. Smith, U.S.S. Oregon, Changsha, Freiburg, H.M.S. Hart, America Maru, Chamsang.  
 COSMOPOLITAN DOCK.—Fathaan, Goodwin.

## SHIPPING REPORTS.

The Japanese steamer *Kong Beng*, from Bangkok 12th June via Koh-si-chang 13th, had strong westerly winds, heavy squalls, much rain and high confused sea to Cape Paduan; from Cape Paduan to Fancels strong S.W. wind and gloomy weather; thence to port strong northerly winds and high confused sea. Mean barometer 29.80.

## VESSELS ON THE BERTH

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.  
 FOR MANILA via AMOY.  
 THE Company's Steamship  
 "ESMERALDA."  
 Captain Blackland, will be despatched as above TO-DAY, the 21st inst., at 4 p.m.  
 This steamer has superior accommodation for Passengers and is fitted with the Electric Light.  
 A doctor is carried.  
 For Freight or Passage, apply to  
 SHEWAN, TOMES & CO.,  
 General Managers.  
 Hongkong, 14th June, 1900. [1734]

CHINA NAVIGATION COMPANY, LIMITED.  
 FOR CEBU AND ILOILO.  
 THE Company's Steamship  
 "KWEIYANG."  
 Captain Outerbridge, will be despatched as above TO-MORROW, the 22nd inst., at 4 p.m.  
 For Freight or Passage, apply to  
 BUTTERFIELD & SWIRE,  
 Agents.  
 Hongkong, 20th June, 1900. [1778]

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.  
 STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
 BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship  
 "CLYDE."  
 Captain E. Street, carrying Her Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 23rd June, 1900, at Noon, taking passengers and cargo for the above ports. Bills and Vouchers, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c, will be conveyed via Bombay with transhipment.  
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
 Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
 For further particulars, apply to  
 A. M. MARSHALL,  
 Acting Superintendent.  
 Hongkong, 11th June, 1900. [1]

CHINA NAVIGATION COMPANY, LIMITED.  
 FOR SHANGHAI.  
 THE Company's Steamship  
 "KANSU,"  
 will be despatched as above on SATURDAY, the 23rd inst., at 2 p.m.  
 For Freight or Passage, apply to  
 BUTTERFIELD & SWIRE,  
 Agents.  
 Hongkong, 20th June, 1900. [1802]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
 FOR SYDNEY AND MELBOURNE.  
 (Calling at Tioro, Port Darwin and QUEENSLAND, and taking through cargo to ADELPHI, NEW ZEALAND, TASMANIA, &c.)  
 THE Steamship  
 "AUSTRALIAN."  
 Captain Helms, will be despatched for the above ports on SATURDAY, the 23rd inst., at 5 p.m.  
 This well-known Steamer is specially fitted for Passengers and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, Ice, &c, throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamer of the China Navigation Company and vice versa.  
 For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents.  
 Hongkong, 20th June, 1900. [1689]

THE OSAKA SHOSHEN KAISHA LIMITED.  
 FOR SWATOW, AMOY, AND TAMSUI.  
 THE Company's Steamship  
 "MAIDZURU MARU."  
 Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 24th inst., at Daylight.  
 For Freight or Passage, apply to  
 THE MITSUI BUSSAN KAISHA,  
 Agents.  
 Hongkong, 18th June, 1900. [15]

CHINA NAVIGATION COMPANY, LIMITED.  
 FOR MANILA.  
 THE Company's Steamship  
 "KAIFONG."  
 Captain Pennafather, will be despatched as above on MONDAY, the 25th inst., at 4 p.m.  
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.  
 For Freight or Passage, apply to  
 BUTTERFIELD & SWIRE,  
 Agents.  
 Hongkong, 18th June, 1900. [1779]

NIPPON YUSEN KAISHA  
(THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU	BOMBAY, via SINGAPORE and Friday, 22nd June, at 5 p.m.	COLOMBO
S. Tsuji		NOON.
YAWATA MARU	NAGASAKI, KOBE and YOKO	SATURDAY, 23rd June, at 11 a.m.
A. E. Moses	HAMA	NOON.
INABA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 29th June, at Daylight.
W. Bainbridge		
FUTAMI MARU	SYDNEY and MELBOURNE, via MANILA THURSDAY ISLAND, TOWNSVILLE & BRISBANE.	FRIDAY, 29th June, at 4 p.m.
J. Thom		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c, apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 28th May, 1900. [12]

## NORTHERN PACIFIC STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.  
 FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
GLENGOLE	2,750	W. Frakes	July 3	ARVILL	2,907	W. S. Thomson	June 30
QUEEN ADELAIDE	2,832	F. McNeil	July 25	MONSHIRE	2,874	J. Kennedy	Aug. 4
DUE OF FIVE	3,821	J. S. Cox	July 25	BRAEMAR	3,601	W. Watt	Aug. 25
VICTORIA	3,502	J. Pantou	Aug. 7	ARVILL	2,907	W. S. Thomson	Sept. 15

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 247.  
 Excellent accommodation. First class Table, DOCTOR and STEWARDESS carried.  
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES, HONGKONG TO NEW YORK, 241.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, 238.

The best route to the KLOVIE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DYKA and ST. MICHAEL.

Rates of Passage to other Points on application.  
 Special rates allowed to members of Government Services.  
 Through Bills of Lading issued to Pacific Coast Ports and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded by that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing.  
 Rates of Passage to other Points on application.  
 Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to  
 DODWELL & CO. LIMITED,  
 General Agents.  
 Hongkong, 24th May, 1900. [10]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, &c.	{ CLYDE E. Street	{ Noon, 23rd June }	See Special Advertisement.
SHANGHAI	{ VALETTA F. N. Tildard, R.N.R.	{ About 23rd June }	Freight or Passage.

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 27th March, 1900. [1]

## VESSELS ON THE BERTH

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
OLDENBURG	THURSDAY 28th June.
BAYERN	THURSDAY 12th July.
STUTTGART	THURSDAY 26th July.
KONIG ALBERT	THURSDAY 9th August.
WEIMAR	THURSDAY 23rd August.
PRINZ HEINRICH	THURSDAY 6th September.
PREUSSEN	THURSDAY 20th September.
HAMBURG (Hamburg-America Line)	WEDNESDAY 3rd October.
SACHSEN	WEDNESDAY 17th October.
OLDENBURG	WEDNESDAY 31st October.
BAYERN	WEDNESDAY 14th November.
STUTTGART	WEDNESDAY 28th November.
KONIG ALBERT	WEDNESDAY 12th December.
PRINZ HEINRICH	WEDNESDAY 26th December.

ON THURSDAY, the 28th day of June, 1900, at Noon, the Steamship "OLDENBURG," of the NORDDEUTSCHER LLOYD, Captain H. Prager, with MAILES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 26th June. Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 27th June, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 27th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.  
 The Steamer has splendid accommodation and carries a Doctor and Stewardess.  
 Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,  
AGENTS.

Hongkong, 15th June, 1900. [8]

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.  
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)  
 "EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY 27th June, 1900  
 "EMPEROR OF JAPAN" Comdr. G. A. Lee, R.N.R. WEDNESDAY 18th July, 1900  
 "EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY 8th Aug. 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c, apply to  
 D. E. BROWN, General Agent,  
 Fadder Street.

Hongkong, 7th June, 1900. [9]

## NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.

(FREIGHT SERVICE). (FREIGHT SERVICE).  
 (Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORT in the LEVANTE; BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS)

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARMENIA	{ NEW YORK (via Suez Canal)	{ About 30th } Freight. June }
SAMBIA	{ HAYRE and HAMBURG (London with transhipment in Hamburg)	{ About 2nd } Freight. July }
WITTENBERG	{ HAYRE and HAMBURG (London with transhipment in Hamburg)	{ About 17th } Freight. July }
SAVOIA	{ HAYRE and HAMBURG (London with transhipment in Hamburg)	{ About 31st } Freight and July } Passage.
SILEZIA	{ HAYRE and HAMBURG (London with transhipment in Hamburg)	{ About 8th } Freight and Aug. } Passage.

These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.  
 For further particulars as to Freight, Passage, etc., apply to  
 CARLOWITZ & CO.,  
 AGENTS.

HAMBURG-AMERIKA LINE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 13th June, 1900. [13]

## PORT ARTHUR.

## GRÜNBERG &amp; REILLY.

STEVEDORES, SHIPPING &amp; COMMISSION AGENTS.

(STEVEDORES TO THE SEA-GOING STEAMSHIP SERVICE OF THE CHINESE EASTERN RAILWAY COMPANY.)



## VESSELS ON THE BERTH

**OCEAN STEAMSHIP COMPANY.**  
FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship  
"ANTENOR."  
Captain M. H. F. Jackson, will be despatched  
as above on TUESDAY, the 27th June.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 19th May, 1900. [1517]

THE OSAKA SHOSHEN KAISHA,  
LIMITED.

FOR SWATOW, AMOY, AND  
TAIWANFOO.  
THE Company's Steamship  
"ANPING MARU."  
Captain I. Sato, will be despatched for the  
above ports on WEDNESDAY, the 27th inst.,  
at DAYLIGHT.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 19th June, 1900. 1443

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.  
THE Company's Steamship  
"ULYSSES."  
Captain Brown, will be despatched as above on  
THURSDAY, the 22nd inst.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 10th June, 1900. 1792

UNITED STATES AND CHINA-JAPAN  
STEAMSHIP LINE.  
(HAMBURG-AMERICA LINE HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.  
THE full-powered Steamship

"ARMENIA."  
Captain Ostermann, will be despatched for the  
above port on or about 29th June.  
For Freight, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 24th May, 1900. [1420]

COMPAGNIE DES MESSEAGERIES  
MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.  
NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY, MADRAS,  
CALCUTTA, DIBOUTI,  
EGYPT, MARSEILLES, MEDITER-  
RANEAN AND BLACK SEA PORTS,  
LONDON, HAVRE, BORDEAUX,  
PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 2nd July, 1900, at  
1 p.m., the Company's Steamship  
"LAOS," Captain Flaherty, with Mails,  
Passengers, Special and Cargo, will leave  
this port for MARSEILLES via ports of call  
WITHOUT TRANSHIPMENT.  
Cargo and Special will be registered for  
London as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.  
Shipping Orders will be granted till Noon,  
Cargo will be received until 4 p.m.,  
Specials and Passengers until 3 p.m. on the 1st  
July. (Parcels are not to be sent on board;  
they must be left at the Agency's Office.)  
Contents and Value of Packages are required.  
For further Particulars, apply at the Com-  
pany's Office.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 19th June, 1900. [2]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR MANILA.  
THE Company's Steamship  
"CHINGTU."  
Captain Williams, will be despatched as above  
on SATURDAY, the 14th July, at 4 p.m.  
The attention of Passengers is directed to  
the Superior Accommodation offered by this  
Steamer. First Class Saloon is situated forward  
of the Engines.  
A duly qualified Surgeon is carried, and the  
Vessel is fitted throughout with Electric Light.  
For Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 19th June, 1900. 1780

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR QUEENSLAND PORTS, SYDNEY  
AND MELBOURNE.  
THE Company's Steamship  
"CHINGTU."  
Captain Williams, will be despatched as above  
on SATURDAY, the 14th July, at 4 p.m.  
The attention of Passengers is directed to  
the Superior Accommodation offered by this  
Steamer. First Class Saloon is situated forward  
of the Engines.  
A duly qualified Surgeon is carried, and the  
Vessel is fitted throughout with Electric Light.  
For Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 19th June, 1900. [1781]

UNITED STATES AND CHINA-JAPAN  
STEAMSHIP LINE.  
(ROB. M. STOWAN & CO. HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.  
THE full-powered Steamship  
"ALBENGA."  
Capt. Petersen, will be despatched for the above  
port on or about 24th July.  
For Freight, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 30th May, 1900. 1817

## VESSELS ON THE BERTH

**TOYO KISEN KAISHA.**  
TO SAN FRANCISCO VIA INLAND SEA  
OF JAPAN AND HONOLULU.  
PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea, Yo-  
kohama, and Honolulu) TUESDAY, June 26,  
1900, at Noon.

HONGKONG MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea, Yo-  
kohama, and Honolulu) SATURDAY, July 21,  
1900, at Noon.

NIPPON MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea, Yo-  
kohama, and Honolulu) THURSDAY, Aug. 16,  
1900, at Noon.

THE Steamship "AMERICA MARU" will  
be despatched for SAN FRANCISCO  
VIA SHANGHAI, NAGASAKI, KOBE,  
INLAND SEA, YOKOHAMA, AND HONO-  
LULU on TUESDAY, the 26th June, 1900,  
at Noon, taking Freight and Passengers for  
Japan, the United States and Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at HONO-  
LULU, and Passengers are allowed to break  
their journey at any point en route.

Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-Atlantic  
lines of steamers, and to the principal cities of  
the United States or Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER AND RIO GRANDE,  
and NORTHERN PACIFIC RAILWAYS; also the  
CANADIAN PACIFIC RAILWAY on payment of  
24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND  
CITIES in the United States have, between  
San Francisco and Chicago, the option of  
the SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER AND RIO GRANDE,  
and other direct connecting Railways, and from  
Chicago to destination the choice of direct lines.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
officials in service of China and Japan, and to  
Government officials and their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railway, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4 p.m.  
the day previous to sailing. Parcel Packages  
will be received at the Office until 5 p.m. same  
day; all Parcel Packages should be marked to  
address in full; value of same is required.

Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.  
C. L. GORHAM,  
Acting Agent.  
Hongkong, 4th June, 1900. [5]

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.

IN CONNECTION WITH THE  
ATCHESON, TOPEKA AND SANTA FE  
RAILROAD CO.  
PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.  
TAKING CARGO AND PASSENGERS  
TO JAPAN PORTS AND  
HONOLULU.

THE UNITED STATES  
AMERICA, &c. About 30th  
S.S. "THYRA" 3,912 Tons June, 1900  
S.S. "ENERGIA" About 31st July  
S.S. "CALIBUR CITY" About 20th Aug.  
S.S. "STRATGYLE" About 15th Sept.

THE Steamship "THYRA" will be des-  
patched for SAN DIEGO and SAN  
FRANCISCO via MOJI, KOBE, YOKO-  
HAMA, and HONOLULU on or about 30th June.

Through Bills of Lading issued to any point  
in the United States.  
Cargo will be received on board until 5 p.m.  
the day previous to sailing. Parcel Packages  
will be received at the Office until the same  
time. All parcels should be marked to address  
in full. Value of same is required.

Consular Invoices, to accompany Cargo des-  
tined to points beyond San Diego, should be  
sent to the Company's Office, addressed to the  
Collector of Customs, San Diego.  
For further information as to Freight or  
Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, China and Japan. [14]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship  
"ETTRICKDALE"  
will be despatched for the above port on or  
about the 6th July, and the  
Steamship  
"SIKH"  
on or about the 13th July. They will be fol-  
lowed by the  
Steamship  
"AFGHANISTAN"  
For Freight, apply to  
DODWELL & CO. Ld.,  
Agents.  
Hongkong, 12th June, 1900. [1641]

## VESSELS ON THE BERTH

**U.S. MAIL LINE.**  
PACIFIC MAIL STEAMSHIP  
COMPANY.  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
CITY OF PEKING (via  
Shanghai, Nagasaki, Kobe,  
Inland Sea, Yokohama,  
and Honolulu) THURSDAY, July 5,  
1900, at Noon.

CHINA (via Shang-  
hai, Nagasaki, Kobe,  
Inland Sea, Yokohama,  
and Honolulu) TUESDAY, July 31,  
1900, at Noon.

CITY OF RIO DE JANEIRO  
(via Shanghai, Nagasaki,  
Kobe, Inland Sea, Yo-  
kohama, and Honolulu) SATURDAY, Aug. 25,  
1900, at Noon.

THE Company's Steamship "CITY OF  
PEKING" will be despatched for SAN  
FRANCISCO, VIA SHANGHAI, NAGA-  
SAKI, KOBE, INLAND SEA, YOKO-  
HAMA, AND HONOLULU, on THUR-  
SDAY, the 5th July, at Noon.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at HONO-  
LULU, and passengers are allowed to break  
their journey at any point en route.

Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-Atlantic  
lines of steamers, and to the principal cities of  
the United States or Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of overland Rail  
routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION-PACIFIC, DENVER AND RIO GRANDE,  
and NORTHERN PACIFIC RAILWAYS; also the  
CANADIAN PACIFIC RAILWAY on payment of  
24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND  
CITIES in the United States have, between  
San Francisco and Chicago, the option of  
the SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER AND RIO GRANDE,  
and other direct connecting Railways, and from  
Chicago to destination the choice of direct lines.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
officials in service of China and Japan, and to  
Government officials and their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railway, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4 p.m.  
the day previous to sailing. Parcel Packages  
will be received at the office until 5 p.m. same  
day; all Parcel Packages should be marked to  
address in full; value of same is required.

Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.  
C. L. GORHAM,  
Acting Agent.  
Hongkong, 11th June, 1900. [3]

OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES,  
MEXICO, CENTRAL AND SOUTH  
AMERICA, OVERLAND RAILWAYS AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
GAELIC (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama,  
and Honolulu) SATURDAY, July 14,  
1900, at Noon.

DORIC (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama,  
and Honolulu) TUESDAY, Aug. 7,  
1900, at Noon.

CORPUS (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama,  
and Honolulu) SATURDAY, Sept. 1,  
1900, at Noon.

THE Company's Steamship "GAELIC"  
will be despatched for SAN FRAN-  
CISCO VIA SHANGHAI, NAGASAKI,  
KOBE, INLAND SEA, YOKOHAMA,  
AND HONOLULU on SATURDAY, the 14th  
July, 1900, at Noon.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN and call at HONO-  
LULU, and passengers are allowed to break  
their journey at any point en route.

Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-Atlantic  
lines of Steamers and to the principal cities of  
the United States or Canada. Rates and particu-  
lars of the various Routes may be obtained  
upon application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
officials in service of China and Japan, and to  
Government officials and their families.

Passengers who have paid full fare, re-embar-  
king at San Francisco for China or Japan (or  
vice versa) within one year, will be allowed dis-  
count of 10 per cent. This allowance does not  
apply to through fares from China and Japan to  
Europe.

All PARCEL PACKAGES should be marked to  
address in full; and same will be received at the  
Company's Office until FIVE P.M. the day pre-  
vious to sailing.

Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight or  
Passage apply to the Agency of the Company,  
Queen's Building.  
C. L. GORHAM,  
Acting Agent.  
Hongkong, 29th June, 1900. [4]

## VESSELS ON THE BERTH

FOR NEW YORK.  
THE 313 A. 11 American Bark  
"J. B. WALKER."  
Wallace, Commander, is ready to load and will  
be despatched latest end of this month.  
For Freight, apply to  
STEMSSEN & CO.  
Hongkong, 13th June, 1900. 1737

BEN LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.  
THE Steamship  
"BENALDER."  
Captain C. K. McIntosh, will be despatched as  
above on or about THURSDAY, the 5th prox.  
For Freight or Passage, apply to  
GIBBS, LIVINGSTON & CO.,  
Agents.  
Hongkong, 13th June, 1900. 1745

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship  
"MENELAUS."  
Captain Towell, will be despatched as above  
on TUESDAY, the 10th July.  
For Freight apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 5th June, 1900. [1663]

SHEWAN, TOMES & CO.'S NEW YORK  
LINE.

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship  
"ACARA."  
will be despatched for the above port on or  
about 15th July.  
For Freight, apply to  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 1st June, 1900. 1845

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship  
"SPENTOR."  
Captain Jackson, will be despatched as above on  
TUESDAY, the 24th prox.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 15th June, 1900. 1758

NATAL LINE OF STEAMERS.

THE Underwritten GENERAL AGENTS  
in CHINA AND JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
SOUTH AFRICA, in connection with INDO-  
CHINA STRAM NAVIGATION Co.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPE PORTS every fortnight.  
For Freight and further particulars,  
apply to  
DODWELL & CO. LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1907.

HONGKONG  
STEAMERS.

Albenga, German str., 2,745, Petersen, June 17,  
C. L. GORHAM & Co.  
America Maru, Jap. str., 3,538, Going, June 18,  
Toyo Kisen Kaisha  
Asama, British str., 2,671, Bament, June 17,  
Order  
Australia, British str., 1,733, Helms, June 20,  
Gibb, Livingston & Co.  
Benlomond, British str., 1,732, Hutton, June 17,  
Gibb, Livingston & Co.  
Benmore, British str., 1,028, Wallace, June 13,  
Gibb, Livingston & Co.  
Burden, British str., 1,865, Wilson, June 13,  
Captain  
Changsha, British str., 1,403, Moore, May 29,  
Butterfield & Swire  
Chingwo, British str., 2,517, Harris, June 18,  
Jardine, Matheson & Co.  
Chinang, British str., 1,419, Buller, June 5,  
Jardine, Matheson & Co.  
Coptic, British steamer, 2,744, Binder, June 8,  
O. & O. S. S. Co.  
Daphne, German str., 1,290, Nissen, June 13,  
Siemssen & Co.  
Deuteros, German str., 1,001, Petersen, June 16,  
Siemssen & Co.  
Empress of India, British str., 3,003, Marshall,  
June 19, C. P. E. Co.  
Emeralda, British str., 966, Blackland, June 13,  
Shearna, Tomes & Co.  
Fausang, British str., 1,410, Mitchell, June 17,  
Jardine, Matheson & Co.  
Freiburg, German str., 3,970, Prosch, June 1,  
Siemssen & Co.  
Germania, German str., 1,714, Moller, June 13,  
Johsen & Co.  
Goodwin, British str., 2,832, Jackson, June 4,  
Dodwell & Co. Limited  
Hailong, British str., 783, Bathurst, June 19,  
Dodwell & Co. Limited  
Hikouan Maru, Jap. str., 2,245, Hallstrom, June 18,  
Mitsui Bussan Kaisha  
Hiroshima Maru, Jap. str., 2,235, Tanji, June 20,  
Nippon Yusen Kaisha  
Keengwa, British str., 1,115, Groves, June 11,  
Butterfield & Swire  
Kong Beng, British str., 862, Joslin, June 20,  
Chinese  
Kwongrang, British str., 939, Stalker, June 14,  
Jardine, Matheson & Co.  
Looncong, Ger. str., 1,245, Scholz, June 11,  
Siemssen & Co.  
Meridian, British str., 2,248, Wilson, June 16,  
Dodwell & Co. Limited  
Milos, German steamer, 1,694, Hille, June 10,  
Order  
Min, British steamer, 1,931, Gasson, June 18,  
Dodwell & Co. Limited  
Petchuk, German str., 1,252, Tucker, June 18,  
Sander, Wither & Co.  
St. Quentin, British str., 2,170, Stabb, June 16,  
Order  
Sandakan, German str., 1,374, Muhle, June 4,  
Melchers & Co.  
Seong Leong, Brit. str., 1,235, Sharp, June 20,  
Chinese  
Siam, British steamer, 992, Holton, June 17,  
Bradley & Co.  
Siam, Danish steamer, 2,430, Glahn, June 14,  
Melchers & Co.  
Suising, British str., 1,776, Galsworth, June 20,  
Jardine, Matheson & Co.  
Sungkiang, British str., 1,021, Moore, June 13,  
Butterfield & Swire  
Tataros, German str., 1,378, Deiler, June 13,  
Siemssen & Co.  
Walrus, Jap. str., 3,585, Macmillan, June 19,  
Nippon Yusen Kaisha  
SAILING VESSELS.  
Cedarbank, British 4-m. bark, 2,043, Batchelor,  
June 3, Admiralty  
Emeralda, British str., 130, Harrison, April 14,  
Jardine, Matheson & Co.

Franz, Danish barkentine, 358, Pedersen, April  
23, East Asiatic Trading Co.  
Glenshu, British bark, 880, Burn, June 20,  
Order  
J. B. Walker, Amr. ship, 2,105, Wallace, June  
2, Siemssen & Co.  
Kwaio Maru, Jap. schr., 523, Mass, June 19,  
Master  
Mary L. Schepp, Amr. bark, 1,673, Kendall,  
June 15, Master  
Tam O'Shanter, Amr. ship, 1,432, Ballard, May  
16, Standard Oil Co.  
Wm. H. Smith, Amr. sh., 1,800, Colley, Mar.  
27, Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS  
IN THE CHINA SQUADRON.

Alcivity, despatch-boat, 2,000 h.p., Comdr. C.  
G. F. M. Craddock, at Weihaiwei  
Algerine, sloop, 6 guns, 1,100 h.p., Comdr. R.  
H. Johnston Stewart, at Taku  
Aurora, cruiser, 12 guns, 8,500 h.p., Capt. E.  
H. Bayly, at Weihaiwei  
Barclay, battle-ship, 14 guns, 9,000 h.p., Capt.  
G. I. S. Warriner, at Weihaiwei  
Beauregard, cruiser, 10 guns, 7,000 h.p., Capt.  
A. H. Smith-Dorrien, at Hongkong  
Brick, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B.  
R. S. Wrey, Bart., at Singapore  
Centurion, flag-ship, 14 guns, 9,000 h.p., Capt.  
J. R. Jellicoe, at Weihaiwei  
Daphne, sloop, 3 guns, 1,400 h.p., Comdr. C.  
Winnington-Ingram, at Taku  
Endymion, cruiser, 12 guns, 10,000 h.p., Capt.  
G. A. Callaghan, at Weihaiwei  
Esk, gun-boat, 3 guns, 200 h.p., Lieut. and  
Comdr. C. Chadwick, at Shanghai  
Fame, torpedo-boat destroyer, 6 guns, 5,700  
h.p., Lieut. and Comdr. Roger Keyes, at  
Weihaiwei  
Firebrand, gun-boat, 4 guns, 300 h.p., in reserve,  
at Hongkong  
Goliath, battle-ship, 16 guns, 12,050 tons,  
13,500 h.p., Capt. Lewis E. Wintz, left  
England  
Hasty, torpedo-boat destroyer, 6 guns, 4,000  
h.p., in reserve, at Hongkong  
Hart, torpedo-boat destroyer, 6 guns, 4,000 h.p.,  
in reserve, at Hongkong  
Hormone, cruiser, 10 guns, 7,000 h.p., Capt.  
E. S. D. Cunningham, at Shanghai  
Humber, sloop, Comdr. H. J. Dayson, at  
Weihaiwei  
Jana, torpedo-boat destroyer, Lieut. and Comdr.  
R. G. Corbett left England  
Lianou, gun-vessel, 2 guns, 870 h.p., Comdr.  
Wm. W. Smythe, at Weihaiwei  
Orlando, cruiser, 12 guns, 8,500 h.p., Capt. J.  
H. T. Burke, at Taku  
Otter, torpedo-boat destroyer, Lieut. and Comdr.  
L. D. Wilkin, D.S.O., left England  
Peacock, gun-boat, 3 guns, 720 h.p., Lieut.  
Commander C. P. Coode,  
Fraser, at Weihaiwei  
Pigmy, gun-boat, 6 guns, 720 h.p., Lieut.-Com.  
J. F. E. Green, at Manila  
Pique, cruiser, 8 guns, 3,600 tons, 7,000 h.p.,  
Natl. Ed. 9,000 F.D., Capt. H. C. Reynolds,  
at Singapore  
Flover, gun-boat, 6 guns, 720 h.p., Lieut.  
Comdr. C. V. de M. Cowper, at Singapore  
Redpole, gun-boat, 6 guns, 720 h.p., Lieut.  
Comdr. Charles F. Corbett, at Hongkong  
Robin, river gun-boat, Lieut.-Comdr. Godfrey  
G. Webster, at West River  
Rosario, sloop, 6 guns, 930 tons, 1,400 h.p.,  
Comdr. A. W. Hamilton, at Hongkong  
Sandpiper, river gun-boat, 2 guns, Lieut.-Com.  
Capt. West River  
Snipe, river gun-boat, 2 guns, 240 h.p., Lieut.  
Comdr. Oldham, Yangtze  
Swift, gun-vessel, 2 guns, 870 h.p., in reserve,  
at Hongkong  
Tamar, receiving ship, Commodore Francis  
Powell, C.B., at Hongkong  
Terrible, 1st class cruiser, Capt. Percy M. Scott,  
C.B., at Taku  
Tweed, gun-boat 3 guns, 200 h.p., in Reserve,  
at Hongkong  
Undaunted, armoured cruiser, 12 guns, 5,500  
h.p., Capt. A. C. Clarke, at Taku  
Waterwitch, surveying ship, 450 h.p., Lieut.  
Comdr. W. O. Lyne, surveying  
Whiting, torpedo-boat destroyer, 6 guns, 5,000  
h.p., Lieut. and Comdr. Mackenzie, at Wei-  
haiwei  
Wivern, coast defence ship, armoured, 4 guns,  
1,000 h.p., at Hongkong  
Woodlark, gun-boat, 2 guns, 550 h.p., Lieut. H.  
E. Hillman, on Yangtze  
Woodcock, gun-boat, 2 guns, 560 h.p., Lieut.  
and Comdr. H. W. E. Watson, on Yangtze

FOREIGN MEN-OF-WAR ON THE  
CHINA AND JAPAN STATION.

Admiral Kovaloff, Russian protected cruiser,  
38 guns, 9,000 h.p., Capt. Yakovlev, at  
Nagasaki  
Albatross, American gunboat, Ensign D. W. Knox,  
at Zambouanga  
Albatross, Russian gunboat, 8 guns, 1,200 h.p.,  
Capt. Blizkiy, at Vladivostok  
Aspic, French gunboat, 6 guns, 453 h.p., Capt.  
Belloc, at Bangkok  
Baltimore, American protected cruiser, 10 guns,  
4,413 h.p., Capt. J. M. Foreyth, at S'pore  
Bacon, American gunboat, Naval Cadet C. H.  
Fischer, at Manila  
Bennington, American gunboat, 6 guns, 3,430  
h.p., Comdr. C. E. Arnold, at Cebu  
Bobro, Russian gun-vessel, 13 guns, 1,150 h.p.,  
Capt. Dobryshsky, at Nagasaki  
Brooklyn, American battle-ship, Captain C. M.  
Butas, en route for Taku  
Butas, American collier, Lieut.-Comdr. C. J.  
Bough, at Guam  
Calamianes, American gunboat, Lieut. J. M.  
Luby, at Manila  
Callao, American gunboat, 1 gun, 55 h.p., Lieut.  
G. E. Bradshaw, at Zambouanga  
Carlo Alberto, Italian cruiser, Comdr. Cate, at  
Singapore  
Castine, American gunboat, 8 guns, 1,199 h.p.,  
Comdr. S. W. Verry, at Nagasaki  
Celtic, American supply ship, 1,890 h.p., Lieut.  
Comdr. N. J. K. Patch, at Sydney  
Concord, American gunboat, 6 guns, 3,405 h.p.,  
Comdr. S. M. Ackley, at Hilo  
Culgoa, American supply ship, Comdr. W. H.  
Everett, at Sydney  
D'Entrecasteaux, French flag-ship, 14 guns,  
13,500 h.p., Comdr. de Marolles, at Japan  
Desbarres, French cruiser, Captain Philibert, at  
Japan  
Dimtri Donsky, Russian armoured cruiser,  
34 guns, 7,000 h.p., Comdr. Sharon, at  
Vladivostok  
Don Juan de Austria, American gunboat, Com.  
T. C. McLean, at Hongkong  
Eclairer, French gunboat, 8 guns, 2,050 h.p.,  
Capt. Texier, at Taku  
Elita, Italian cruiser, 13 guns, Capt. Cecconi, at  
Shanghai  
Eldorado, Russian torpedo boat, 18 guns, 3,500  
h.p., Capt. Serbrunniff, at Vladivostok  
Gardgoat, American gunboat, Ensign G. Chase,  
at Manila  
Geifon, German cruiser, 10 guns, 8,000 h.p.,  
Capt. Kollmann, at Taku  
Glacier, American supply ship, Lieut.-Comdr.  
J. A. Norris, at Taku  
Granatich, Russian armoured cruiser, 12  
guns, 2,000 h.p., Capt. Miklashevsky, at  
Nagasaki

Hansa, German cruiser, 35 guns, Capt. Pohle



## JOINT STOCK SHARES.

## THE WEATHER

UNA COAST METEOROLOGICAL  
REGISTER 1945 JUNE 22

STOCKS.	No. of SHARES.	ISSUE PRICE.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. & 10/- bonus at 1.11.12.13.14.15. for next half year '99	\$12 p. ct. pr. = \$515 [sellers]
Bank of China & Japan, Ltd.	100,000	48	48	None	41
Do. Intermed.	1,250	41	41	None	45. 5a.
National Bank of China	10,070 A	410	410	2 1/2 for 1899	\$27, buyers
Do. Foundry Share	20,955 B	410	410	2 1/2 at 1.11.17.18.19.20.21. for 1899	\$27
Do. Foundry Share	750 (div.)	41	41	None	\$20
MARINE INSURANCES.					
Union Ins. Society	20,000	\$250	\$50	30/- at = \$18 for 1898	\$302 1/2, sales
China Traders Ins. Co., Ltd.	24,000	\$63.33	\$16	16p. ct. for y. end. 30.3.99	\$54, sellers
North China Ins. Co., Ltd.	5,000	410	225	5 p. ct. half 10 p. ct. in all for 1898	Tls. 105
Yangtze Riv. Assoc., Ltd.	9,000	\$100	\$50	10/- 10 p. ct. for 1897	\$121, sales and sellers
Canton Insurance Office, Ltd.	10,000	\$250	\$50	\$11 for 1898	\$132 1/2, sales
Straits Insurance Co., Ltd.	30,000	\$100	\$50	5 p. cent. for 1898	\$1, buyers
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$50	2 1/2 for 1898	\$255, sales and sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$20	50 for 1898	\$70, sellers
SHIPPING.					
Hongkong, Canton and Macao S. S. Co., Ltd.	80,000	\$15	\$15	\$1.30 for half year ended 31.12.98	\$85, sellers
Indo-China S. S. Co., Ltd.	90,000	410	210	10 p. ct. 2 p. ct. bonus for 1898	\$45, sales
China & Manila S. S. Co., Ltd.	6,000	\$50	\$50	20 p. cent. for 1899	\$100, all old & new issues
	14,000	\$50	\$19	50 old Capital	\$45, old & new
Douglas Steamship Co., Ltd.	30,000	\$50	\$50	12 p. cent. for year ending 30.6.99	\$118
China Mutual S. S. Co., Limited, Preference	20,000	410	210	5 p. ct. 10 p. ct. bonus on pro- ceeds 1898	410 10a.
Do. Ordinary	20,000	410	210	10 p. ct. & bonus of 3a. on Ord. account '99	210 10a., sellers
Do. do.	20,000	410	210	Final of 5 p. ct. for 1898	25 5a.
Star Ferry Co., Limited	10,000	\$10	\$10	\$1.05 = 12 p. ct. for year ended 30.3.99	\$18, sellers
Shell Transport & Trading Co., Limited	18,000	4100	4100	5 p. ct. for 1899	2310
REFINERIES.					
China Sugar Refining Com- pany, Limited	20,000	\$100	\$100	Final of \$3 = \$7 for 79 taken out of Equin.	\$125, sellers
Latson Sugar Refng. Co., Ltd.	7,000	\$100	\$100	\$3 for 1897	\$30
MINING.					
Puhoon Mining Co., Ltd.	30,000	\$4	\$7	None	\$6.10
Do. Preference	30,000	\$1	\$1	None	\$1.30
Société Fran. des Char- bonnages du Tonkin	10,000	Fr.250	Fr.250	None	\$200, sellers
Queens Mines, Limited	400,000	25 cts.	25 cts.	5 p. ct. half year end. 31.7.94 (coupon)	18 cents
Jelebu Mining and Treas- ing Company, Ltd.	45,000	35	35	1 shilling, 51 cts. 10th div. on 15.100	\$12.25
Bank Australasia Gold Mining Co., Limited	300,000	41	16.10	None	\$58, buyers
Oliver's Freshold Mines, Limited	A 15,000	85	85	None	\$34
	B 45,000	85	84	None	\$2.75
Great Eastern and Cal. Gold Mining Co., Ltd.	140,000	\$4	\$3	First year	50 cents
Do. Preference	70,000	\$1	\$1	None	40 cents
DOCKS, WHARVES, &c.					
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	5 p. ct. & 12 p. ct. bonus for 1 year ended 31.12.90	230 p. ct. pr. = \$757. 1/2 (buyers)
Hongkong and Kowloon Wharf & G. Co., Ltd.	20,000	\$50	\$50	Final of 5 p. ct. for 1899	\$86 1/2, sales
Wanchai Warehouse and Storage Co., Ltd.	2,000	\$100	\$37 1/2	Final of 31.12.98	\$50, buyers
New Amoy Dock Co., Ltd.	6,000	\$84	\$84	42 p. cent. for 1899	\$22, buyers
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Invest- ment & Agency Co., Ltd.	60,000	\$100	\$50	Final of \$81 = \$3 for 1899	\$120, sellers
Westland Land & B. Co., Ltd.	6,000	\$50	\$50	Final of 31.12.98	\$27 1/2, sellers
West Point Building Com- pany, Limited	12,500	\$50	\$50	\$1.00 for 1899	\$47 1/2, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	10 p. ct. for half year ended 31.12.98	\$123 1/2, sales
Humphreys Est. & Fin. Co.	65,000	\$10	\$10	5 p. cent. for 1899	\$10.60, buyers
COTTON MILLS.					
Ewo Cotton, Spinning and Weaving Co., Ltd.	17,200	Tls.100	Tls.100	31 p. ct. for period ending 31.12.98	Tls. 60
International Cot. Mfg. Co., Ltd.	10,000	Tls.100	Tls.100	3 p. ct. on account '99	Tls. 60
Gen. Ryukyu & Co., Ltd.	6,000	Tls.100	Tls.100	10 p. ct. on account '98 on 6,000 shares	Tls. 60
Soy Chew Cotton Spinning Company, Ltd.	2,000	Tls.500	Tls.500	4 p. ct. for period ending 31.12.97	Tls. 375
Yahlong Cot. Spin. Co., Ltd.	7,500	Tls.100	Tls.100	None	Tls. 50
Hongkong Cotton Spin- ning & Dy. Co., Ltd.	12,000	\$100	\$100	None	\$37, sellers
MISCELLANEOUS.					
Green Island Cement Co.	50,000	\$10	\$10	10 p. ct. for 1900 on Cap.	\$21 1/2, sales
China Borneo Co., Ltd.	7,500	\$30	\$12	None	\$29, buyers
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	Final of 6 p. ct. mak- ing 11 p. ct. for '99	\$16, sellers
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	60 cents on 107.90	\$11.85, sales
	30,000	\$10	82	Final of 4 p. ct. = 9	\$2.20
Hongkong and China Gas Company, Limited	7,000	410	410	Final of 4 p. ct. for 1898	\$127
Hongkong Rope Mfg. Co., Ltd.	10,000	\$50	\$10	30 p. ct. for 1898	\$180
Gen. Ryukyu & Co., Ltd.	6,000	\$25	\$25	15 p. cent. for 1899	\$48, sellers
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	Final of 31.0 = \$12 for '98	\$105, buyers
Hongkong High-Level Trainways Co., Ltd.	1,250	\$100	\$100	\$12 for year ended 30.11.99	\$170, sales and buyers
Dairy Farm Co., Ltd.	10,000	\$7 1/2	\$8	5 p. ct. for y. end. 31.7.98	\$81, buyers
Carmichael & Co., Ltd.	2,000	\$85	\$85	\$1 for 1899	\$8
H. & China Bakery Co., Ltd.	700	\$50	\$50	15 p. cent. for 1899	\$50
Ball's Mould & Co., Ltd.	1,200	\$10	\$10	12 p. cent. for 1898	\$10, buyers
Bell's Asbestos & A. & G. Co., Ltd.	10,000	41	21	None	\$13, buyers
United Asbestos Oriental Agency, Limited	9,900 only.	\$10	\$4	None	\$84, sales
	100 (div.)	\$10	\$10	None	\$11, buyers
Tobacco Planting Co., Ltd.	10,000	\$5	\$5	None	\$5, sellers
	10,000	\$5	\$5	None	\$5
China President Loan & Mortgage Co., Ltd.	50,000	\$20	\$10	80 cents for period ending 31.12.99	\$9.90, sellers
Watkins, Limited	1,000	\$10	\$10	5 p. cent. for 1897	\$10, sales

CHINA COAST METEOROLOGICAL REGISTER, 19th JUNE, P.M.							
STATION.	Hour	Barometer red. to sea level	Thermom. in air 30 in. alt.	Thermom. at surface	Humidity	Wind Dir. Force.	Weather
V. diavotock	2 p.	—	—	—	—	—	—
Tokyo	"	29.68	80	—	—	4	—
Kochi	"	29.67	80	—	—	4	—
Nagasaki	"	29.61	80	—	—	4	—
Yokohama	"	29.61	80	—	—	4	—
Taihooku	1 p.	29.85	80	—	—	4	—
Taihu	"	29.74	80	—	—	4	—
Tainan	"	29.77	80	—	—	4	—
Koshu	"	29.80	80	—	—	4	—
Peccodora	"	29.79	80	—	—	4	—
Gutzlaff	3 p.	29.91	70	78	88	2	cn
Sharp Peak	"	29.82	77	73	88	5	bc
Amoy	"	29.77	87	82	88	2	bc
Santon	"	29.80	84	80	88	3	bc
Santon	"	29.76	80	80	88	3	bc
Hongkong	4 p.	29.73	81	80	88	3	bc
Viet Na Peak	"	—	—	—	—	1	—
Gap Rock	"	29.75	—	—	—	1	—
Macao	"	29.72	85	—	—	2	—
Haiphong	1 p.	—	—	—	—	3	—
Manila	1 p.	29.09	70	62	—	9	bc
Malato	3 p.	—	—	—	—	9	bc
Bacolod	"	—	—	—	—	2	—
Iloilo	"	29.73	88	—	—	4	—
Cebu	"	29.73	88	—	—	4	—
C. S. James	"	—	—	—	—	4	—
20th JUNE, A.M.							
V. diavotock	7 a.	—	—	—	—	—	—
Tokyo	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Taihooku	6 a.	29.89	—	—	—	6	0
Taihu	"	29.85	—	—	—	8	0
Tainan	"	29.82	—	—	—	8	0
Koshu	"	29.80	—	—	—	9	0
Peccodora	"	29.74	—	—	—	9	0
Gutzlaff	0 a.	29.77	73	86	88	2	1
Sharp Peak	"	29.81	74	86	88	1	1
Amoy	"	29.83	75	70	88	1	1
Santon	"	—	—	—	—	—	—
Hongkong	10 a.	29.87	80	83	—	8	4
Viet Na Peak	"	—	—	—	—	4	—
Gap Rock	"	29.85	—	—	—	4	—
Macao	"	29.86	83	—	—	4	—
Haiphong	7 a.	—	—	—	—	—	—
Manila	10 a.	29.84	81	85	—	0	0
Malato	9 a.	—	—	—	—	1	2
Bacolod	"	—	—	—	—	2	2
Iloilo	"	29.85	83	—	—	3	—
Cebu	"	29.91	86	—	—	3	—
C. S. James	7 a.	—	—	—	—	—	—

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Mrs. G. W. Appleby	Mr. L. A. Levy
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Mr. P. C. Deunroche	and infant
Mr. J. Dick	Mr. Van Nieuw
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Mr. J. W. C. Baxner	Dr. & Mrs. Morris
Mr. H. F. R. Brayne	Mr. R. Nichols
Mr. A. F. Connir	Mr. Stuart G. Nowell
Mr. W. Davis	Mr. H. E. Oakley
Mr. J. S. Beckiel	Miss Oakley
Mr. A. Forbes	Mr. & Mrs. Brooke Pigot-
Mr. W. J. Compuz	and child
Colonel The O'Gorman	Mr. H. E. Pollack
Mr. D. M. Gaudy	Major C. W. Reilly
Major W. Wambush Grif-	Capt. & Mrs. Percy Scott
fin, E.A.	Mr. Cecil Simpson and
Mr. Edward F. Gros	child
Mr. J. H. Hays	Mr. A. Sinclair
Mr. H. D. Jeffries	Mr. Murray Stewart
Mr. R. Fleming John-	Mr. A. T. Stoker
ston	Mr. G. L. Tomlin
Mr. J. S. Leo	Mr. and Mrs. Malcolm
Mr. & Mrs. R. Lemke	Watson
Mr. E. Martin	

**CRAIGSBURN HOTEL.**

Mrs. Arthur Anderson	Mr. E. T. McCarthy
Mrs. Anderson	Mrs. McCarthy and
Mrs. B. Brown	daughter
Mrs. M. L. Andrew and	Mr. and Mrs. W. Newton
son	Mr. & Mrs. W. Newton
Mr. Arthur Benns	Mr. C. C. Skottow

MERCHANT STEAMERS.  
The N. P. steamer *Argyll*, from

The German Mail steamer *Oldenburg* left Kobe via Nagasaki, Shanghai and Foochow Sunday, the 17th instant, and may be expected here on or about Wednesday, the 27th instant.

**MERCHANT STEAMERS.**

The N. P. steamer *Argyll*, from Portland, Or., left Kobe for Hongkong on Sunday, the 17th inst., and is due here on Friday, the 22nd instant.

The N. P. steamer *Glenogle*, from Tacoma, left Mail for Hongkong on the 19th instant.

nd is due here on Saturday, the 23rd instant.  
The N. Y. K. steamer *Futami Maru* (Aus-

(Japan Line) left Kobe via Moji and Nagasaki  
 for this port on the 19th instant, and is ex-  
 pected to arrive here on the 26th instant.  
 The H. A. L. steamer *Armenia* left Vladiv-  
 ock on the 13th instant, via Shanghai and  
 Amoy, and is expected to arrive here on or  
 about the 27th proximo.  
 The N. G. I. steamer *Biangno* left Bombay  
 for this port on the 16th instant, and is due here  
 on or about the 5th proximo.  
 The steamer *Verona* left Suez on the 7th  
 instant, and is expected here on or about the 13th  
 proximo.  
 The China Mutual steamer *Moyune*, from  
 Shanghai and Liverpool, is due at this port on  
 the 12th proximo.  
 The China Mutual steamer *Teenkai*, from  
 Shanghai and Liverpool, is due at this port on  
 the 12th proximo.  
 The T. K. K. steamer *Hongkong Maru*, with  
 mails, &c, left San Francisco for this port via  
 Honolulu, Yokohama, Inland Sea, Kobe, Naga-  
 asaki, and Shanghai, on the 13th instant.  
 The O. S. S. steamer *Thyrn* left Yoko-  
 hama on the 13th instant for Kobe, Moji, Shang-  
 hai and Hongkong.

PASSED THE CANAL.

**OUTWARD**—13th April—Moncaus, *Albatross*  
*Maru*, 16th May—*Dardanus*, *Albenga*, *Frederica*, *Forest Lale*. 23rd May—*Vindobona*,  
*Catania*, *Kali*, *Leostathen*, *Sulistana*, 30th  
*May*, *Yafin*, *Kiatuck*, *Yana*, *Droschen*.  
 2nd June—*Banca*, *Beniglos*, *Merionellahir*,  
*Sarpedon*. 6th June—*Savoia*, *Hokaita*,  
*Stuttgart*. 9th June—*Calchus*, *Erzer-*  
*ang*, *F. Ferdinand*. 13th June—*Arab*,  
*Izion*, *Clio*, *Maru*, *Valerie*, *Courvie*, *Tonkin*,  
*Malta*, *Eca*. 16th June—*Orestes*, *Shinano*,  
*Maru*.  
**HOMEWARD**—19th May—*Candia*. 23rd May—  
*Pathan*. 2nd June—*Madison*. 9th  
*June*—*Palencia*. 16th June—*Magagnoli*,  
*Maru*, *Prusaen*. 16th June—*St. Regulus*,  
*Konigsberg*.

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## 1615] SPECIAL ARTICLES

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